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exaggerated, that they are by no means a nation of real stoics and that the advantage to Great Britain of the alliance with Japan may prove illusory. The steady onward march of Russia into Mongolia is described in a way which gives a good background for the developments in that region since the publication of the book. Russian ambition in the northeast provinces seems likely to be disappointed though the riches of the fisheries, forests and mines of the Amur are as yet unappreciated by the outside world. Russia's long laid plans in double tracking the Trans-Siberian foretell a conflict in the future even more terrible than the Russo-Japanese war. Even if Manchuria and Korea finally fall to Japan, the author evidently believes that it is still not impossible that Russia may secure an outlet to a "warm water port" on the Chinese coast.

The chapters on Japan proper contain a review of the empire's development and a criticism of its social system, financial operations and business morality. The division headed Manchuria contains as would be expected the best chapters on the present status of the international rivalry in the Far East. The discussion of the various railway projects is exceptionally valuable. The latter portion of the second volume contains a good account of the Chinese revolution.

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MOORE, J. R. H. *An Industrial History of the American People*. Pp. xiii, 496. Price, \$1.25. New York: Macmillan Company, 1913.

In the preface the author states that the aim of this book is to teach high school students to "weigh and consider"—to give them the training necessary for useful citizenship. It will consequently be fairest to judge the volume upon this basis rather than history, for history in the ordinary sense, political or industrial, it can scarcely be called. The book falls into two parts, of which the first with eight chapters deals with the colonial period, and the second with five chapters covers the nineteenth century. Each chapter takes up a single topic and develops it for the colonial or later period. Among these topics are fisheries, lumber, fur trade, agriculture, money, government, city problems, manufacturing, and transportation. As the treatment is very discursive, however, no chapter is confined to the topic that gives it its title; for instance, in the chapter on agriculture the following topics are discussed: slave labor and cotton growing, agriculture in the north, river and canal transportation, Civil War, railroads, tariff, Hawaiian islands, department of agriculture, public lands, Canada. Agriculture is simply the starting point for a concatenation of events that reminds one of Professor Loiset's celebrated memory system.

The book is interesting, with much of incident and anecdote, and written for the high school student; but it is questionable whether its study would leave the student with any clearly defined views as to the comparative importance of events in American history or their casual relations. Moreover the gaps left by a such a topical method are too large to be bridged by class discussion.

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